

§ 2.303

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Class of station	Composition of call sign	Call sign blocks
Land mobile (mobile telegraph) .....	4 letters, 1 digit .....	KAAA2 through KZZZ9. WAAA2 through WZZZ9.
Land mobile (mobile telephone) .....	2 letters, 4 digits .....	KA2000 through KZ9999. WA2000 through WZ9999
Broadcasting (standard) .....	4 letters <sup>3</sup> (plus location of station) .....	KAAA through KZZZ. WAAA through WZZZ.
Broadcasting (FM) .....	4 letters (plus location of station) .....	KAAA through KZZZ. WAAA through WZZZ.
Broadcasting with suffix "FM" .....	6 letters <sup>3</sup> (plus location of station) .....	KAAA-FM through KZZZ-FM. WAAA-FM through WZZZ-FM.
Broadcasting (television) .....	4 letters (plus location of station) .....	KAAA through KZZZ. WAAA through WZZZ.
Broadcasting with suffix "TV" .....	6 letters <sup>3</sup> (plus location of station) .....	KAAA-TV through KZZZ-TV. WAAA-TV through WZZZ-TV.
Television broadcast translator .....	1 letter—output channel number—2 letters.	K02AA through K83ZZ. W02AA through W83ZZ.
Disaster station, except U.S. Government ....	4 letters, 1 digit .....	KAAA2 through KZZZ9. WAAA2 through WZZZ9.
Experimental (letter "X" follows the digit) .....	2 letters, 1 digit, 3 letters .....	KA2XAA through KZ9XZZ. WA2XAA through WZ9XZZ.
Amateur (letter "X" may not follow digit) .....	1 letter, 1 digit, 1 letter <sup>4</sup> .....	K1A through K0Z. N1A through N0Z. W1A through W0Z.
Amateur .....	1 letter, 1 digit, 2 letters <sup>4</sup> .....	K1AA through K0ZZ. N1AA through N0ZZ. W1AA through W0ZZ.
Do .....	1 letter, 1 digit, 3 letters <sup>4</sup> .....	K1AAA through K0ZZZ. N1AAA through N0ZZZ. W1AAA through W0ZZZ.
Do .....	2 letters, 1 digit, 1 letter <sup>4</sup> .....	AA1A through A10Z. KA1A through KZ0Z. NA1A through NZ0Z.
Do .....	2 letters, 1 digit, 2 letters <sup>4</sup> .....	WA1A through WZ0Z. AA1AA through ALOZZ. KA1AA through KZ0ZZ. NA1AA through NZ0ZZ. WA1AA through WZ0ZZ.
Amateur (letter "X" may not follow digit) .....	2 letters, 1 digit, 3 letters <sup>4</sup> .....	AA1AAA through ALOZZZ. KA1AAA through KZ0ZZZ. NA1AAA through NZ0ZZZ. WA1AAA through WZ0ZZZ.
Standard frequency .....	.....	WWV, WWVB through WWVI, WWVL, WWVS.
Personal radio .....	3 letters, 4 digits, or 4 letters, 4 digits.	KAA0001 through KZZ9999. WAA0001 through WPZ9999. KAAA0001 through KZZZ9999.
Personal radio, temporary permit .....	3 letters, 5 digits .....	KAA00000 through KZZ99999.
Personal radio in trust territories. ....	1 letter, 4 digits .....	K0001 through K9999.
Business radio temporary permit .....	2 letters, 7 digits .....	WT plus local telephone number.
Part 90 temporary permit .....	2 letters, 7 digits .....	WT plus local telephone number.
Part 90 conditional permit .....	2 letters, 7 digits .....	WT plus local telephone number.
General Mobile Radio Service, temporary permit.	2 letters, 7 digits .....	WT plus business or residence telephone number.

NOTE: The symbol 0 indicates the digit zero.

<sup>1</sup> Ships with transmitter-equipped survival craft shall be assigned four letter call signs.

<sup>2</sup> See § 2.303.

<sup>3</sup> A 3 letter call sign now authorized for and in continuous use by a licensee of a standard broadcasting station may continue to be used by that station. The same exception applies also to frequency modulation and television broadcasting stations using 5 letter call signs consisting of 3 letters with the suffix "FM" or "TV".

<sup>4</sup> Plus other identifying data as may be specified.

[34 FR 5104, Mar. 12, 1969; as amended at 54 50239, Dec. 5, 1989]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting § 2.302, see the List of CFR Sections Affected in the Finding Aids section of this volume.

**§ 2.303 Other forms of identification of stations.**

(a) The following table indicates forms of identification which may be

used in lieu of call signs by the specified classes of stations. Such recognized means of identification may be one or more of the following: name of

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station, location of station, operating agency, official registration mark, flight identification number, selective call number or signal, selective call identification number or signal, characteristic signal, characteristic of emission or other clearly distin-

guishing form of identification readily recognized internationally. Reference should be made to the appropriate part of the rules for complete information on identification procedures for each service.

<i>Class of station</i>	<i>Identification, other than assigned call sign</i>
Aircraft (U.S. registry) telephone .....	Registration number preceded by the type of the aircraft, or the radiotelephony designator of the aircraft operating agency followed by the flight identification number.
Aircraft (foreign registry) telephone .....	Foreign registry identification consisting of five characters. This may be preceded by the radiotelephony designator of the aircraft operating agency or it may be preceded by the type of the aircraft.
Aeronautical .....	Name of the city, area, or airdrome served together with such additional identification as may be required.
Aircraft survival craft .....	Appropriate reference to parent aircraft, e.g., the air carrier parent aircraft flight number or identification, the aircraft registration number, the name of the aircraft manufacturer, the name of the aircraft owner, or any other pertinent information.
Ship telegraph .....	When an official call sign is not yet assigned: Complete name of the ship and name of licensee. On 156.65 MHz: Name of ship. Digital selective call.
Ship telegraph .....	Digital selective call.
Public coast (radiotelephone) and Limited Coast (Radiotelephone) .....	The approximate geographic location in a format approved by the Commission.
Public coast (radiotelegraph) .....	Coast station identification number.
Fixed .....	Coast station identification number.
Fixed: Rural subscriber service .....	Geographic location. When an approved method of superimposed identification is used, QTT DE (abbreviated name of company or station).
Land mobile: Industrial service .....	Assigned telephone number.
Land mobile: Public safety, forestry conservation, highway maintenance, local government, shipyard, land transportation, and aviation services. ....	Name of station licensee (in abbreviated form if practicable), or location of station, or name of city, area, or facility served. Individual stations may be identified by additional digits following the more general identification.
Land mobile: Domestic public and rural radio .....	Mobile unit cochannel with its base station: Unit identifier on file in the base station records. Mobile unit not cochannel with its base station: Unit identifier on file in the base station records and the assigned call sign of either the mobile or base station. Temporary base station: Unit designator in addition to base station identification.
Land mobile: Railroad radio service .....	Special mobile unit designation assigned by licensee or by assigned telephone number.
Land mobile: Broadcasting (remote pickup) ....	Name of railroad, train number, cabooses number, engine number, or name of fixed wayside station or such other number or name as may be specified for use of railroad employees to identify a specific fixed point or mobile unit. A railroad's abbreviated name or initial letters may be used where such are in general usage. Unit designators may be used in addition to the station identification to identify an individual unit or transmitter of a base station.
Broadcasting (Emergency Broadcast System) .....	Identification of associated broadcasting station.
Broadcasting (aural STL and intercity relay) ....	State and operational area identification.
Broadcasting (television auxiliary) .....	Call sign of the broadcasting station with which it is associated.
Broadcasting (television booster) .....	Call sign of the TV broadcasting station with which it is licensed as an auxiliary, or call sign of the TV broadcasting station whose signals are being relayed, or by network identification.
Disaster station .....	Retransmission of the call sign of the primary station.
	By radiotelephony: Name, location, or other designation of station when same as that of an associated station in some other service. Two or more separate units of a station operated at different locations are separately identified by the addition of a unit name, number, or other designation at the end of its authorized means of identification.

(b) Digital selective calls will be authorized by the Commission and will be formed by groups of numbers (0 through 9), however, the first digit must be other than 0, as follows:

(1) Coast station identification number: 4 digits.

(2) Ship station selective call number: 5 digits.

(3) Predetermined group of ship stations: 5 digits.

(c) Ship stations operating under a temporary operating authority shall identify by a call sign consisting of the

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letter “K” followed by the vessel’s Federal or State registration number, or a call sign consisting of the letters “KUS” followed by the vessel’s documentation number. However, if the vessel has no registration number or documentation number, the call sign shall consist of the name of the vessel and the name of the licensee as they appear on the station application form.

[28 FR 12465, Nov. 22, 1963, as amended at 40 FR 57675, Dec. 11, 1975; 41 FR 44042, Oct. 6, 1976; 42 FR 31008, June 17, 1977; 44 FR 62284, Oct. 30, 1979]

### Subpart E—Distress, Disaster, and Emergency Communications

#### § 2.401 Distress messages.

Each station licensee shall give absolute priority to radiocommunications or signals relating to ships or aircraft in distress; shall cease all sending on frequencies which will interfere with hearing a radiocommunication or signal of distress and except when engaged in answering or aiding the ship or aircraft in distress, shall refrain from sending any radiocommunications or signals until there is assurance that no interference will be caused with the radiocommunications or signals relating thereto; and shall assist the ship or aircraft in distress, so far as possible, by complying with its instructions.

#### § 2.402 Control of distress traffic.

The control of distress traffic is the responsibility of the mobile station in distress or of the mobile station which, by the application of the provisions of § 2.403, has sent the distress call. These stations may, however, delegate the control of the distress traffic to another station.

#### § 2.403 Retransmission of distress message.

Any station which becomes aware that a mobile station is in distress may transmit the distress message in the following cases:

(a) When the station in distress is not itself in a position to transmit the message.

(b) In the case of mobile stations, when the master or the person in charge of the ship, aircraft, or other

vehicles carrying the station which intervenes believes that further help is necessary.

(c) In the case of other stations, when directed to do so by the station in control of distress traffic or when it has reason to believe that a distress call which it has intercepted has not been received by any station in a position to render aid.

#### § 2.404 Resumption of operation after distress.

No station having been notified to cease operation shall resume operation on frequency or frequencies which may cause interference until notified by the station issuing the original notice that the station involved will not interfere with distress traffic as it is then being routed or until the receipt of a general notice that the need for handling distress traffic no longer exists.

#### § 2.405 Operation during emergency.

The licensee of any station (except amateur, standard broadcast, FM broadcast, noncommercial educational FM broadcast, or television broadcast) may, during a period of emergency in which normal communication facilities are disrupted as a result of hurricane, flood, earthquake, or similar disaster, utilize such station for emergency communication service in communicating in a manner other than that specified in the instrument of authorization: *Provided*:

(a) That as soon as possible after the beginning of such emergency use, notice be sent to the Commission at Washington, D.C., and to the Engineer in Charge of the district in which the station is located, stating the nature of the emergency and the use to which the station is being put, and

(b) That the emergency use of the station shall be discontinued as soon as substantially normal communication facilities are again available, and

(c) That the Commission at Washington, D.C., and the Engineer in Charge shall be notified immediately when such special use of the station is terminated: *Provided further*,

(d) That in no event shall any station engage in emergency transmission on frequencies other than, or with power